1:Stanford U. S-4, 5 1956 AF14 Central China AF14

491

Before the Sino-Japanese War, the Central-South Region had opened to traffic 15, 409 kilometers (9, 631 mi.) of national highways, and 13, 272 kilometers (7, 247 mi.) of provincial highways in the six provinces (excluding Hainan Island). Most of these highways were seriously damaged during the war.[32] After the war, progress was made in highway repair work. In February 1950, the Communists reported that a total of 16, 559 kilometers (10, 290 mi.), or 59 per cent of all the highways in the five provinces of Honan, Hupeh, Kiangsi, and Kwangtung had been repaired. In these five provinces, 1, 021 bridges and 65 large culverts with a total length of 15, 060 meters (49, 397 ft.) were rebuilt or strengthened, [33] and 64 ferry stations were re-established. At the same time, there were 5, 279 motor vehicle [493] and 10, 537 rubber-tire carts in operation in the five provinces.. By October 1950, about 64 per cent of the highways in the region had been repaired and opened to traffic. From January to June 1950, the [494] volume of traffic on the highways in this region amounted to only 12, 595 tons. If all the highways in this region were properly repaired, there may be as many as 41, 966 kilometers (25, 064 miles) in operation by 1955. The best highways are located in Hunan Province, and they can be regarded as China's "model highways."[34]

32. Teng, Tzu-hui "Chung-nan Chün-cheng-wei-yuan-hui Pao-kao" 1950, The Report of the Central-South Military and Political Committee, 1950, Hsin-hua Yüeh-pao [New China Monthly], Peking, Vol. II, No. 6, Oct. 1950.

33. Mao, Shou-chin, Kung-lu Ch'ang shih [General Knowledge about Highways], Shanghai, 1951, p. 8.

34. Ibid.

/44 cont./

C 491 M [487] to Ch'en-chou, Mo-yang, and Chih-chiang; the military roads lead to Kan-ch'eng, Yung-sui, and T'ung-jen; the civilian roads lead to P'u-shih and Kan-ch'eng; and the Miao roads are on both sides of the military routes, threading out in all directions so numerous that they defy enumeration. The official and the military roads are all paved with stone slabs (Illus. 20), requiring considerable construction work. The civilian roads were not constructed in a uniform way, those passing prosperous areas being much better than others. The Miao paths generally M [487] follow the contours of the mountains and require very little human labor. As to the means of transportation, travelers /Illustrations 18-26 occur on pp. 45-52/ /53/ generally ride horses C M [492] or ride in sedan chairs (Illus. 21), while cargo is carried by [493] carriers on their backs.

[482] Bridges. — The bridge in the Miao area involve considerable construction work. On important communication roads, they generally built three or five-arch bridges (Illus. 11), C [485] on which were built houses for hotels and restaurants for the convenience of travelers. Places where a river is wide and shallow are spanned by long bridges (Illus. 22, 23). Places where a river is wide and deep are crossed by rope bridges (Illus. 24). In small streams which are narrow and have sandbanks they sat up stone steps, customarily called "ho shui ch'iao /"bridge enclosing the water"/ (Illus. 25), or they build small bridges (Illus. 26) over them.

2:Ling & Ruey--79 E-5 (1933) 1947 AE5 Miao
Central China AF/4
152/
491

[493]

Illus. 25. Stone-stepped Ho-shui-ch'iao Bridge, in Feng-huang district.

Illus. 26. Single arch bridge, Ta-ma-p'o, Feng-huang.